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SECRET 25X1 -- 2 -In late December, it was learned that the manufacture of spring spiles for the fastening of rails was resumed. The "TechnischesZentralamt" succeeded in producing a spring steel which was of equal quality as that imported

Mass production has so far been hampered because the rolling
of the 3/16 mm spring steel was impossible. 25X1 25X1 Wooden vies were purchased from Rumania despite warnings by experts. These ties were produced from soft green timber which was scaked in poor brown coal ter or a salt solution for lack of ter oil. The durability of these ties is estimated to be from 7 to 10 years. 25X1 ferry traffic between Gedser and Warnemuende was discontinued effective 12 December. Traffic was rerouted via Schwanheide-Buechen-Hamburg. 6. A local resident from Goerlitz stated that, until 20 December 1954, rail traffic had not started over the Neisse viaduct near Goerlitz which had been completed for some times Comment. Compared to previous information, the number of freight 25X1 trains handled remained about constant. The number of 50 major train delays is the highest number reported so far. 25X1 Comment. Compared to previous months, the numbers of cars located 25X1 25X1 continued to increase. Comment. The 195% norm of 3 days for a round trip was surpassed again; 25X1 3. 25**X**1 These traffic control agencies (Verkehrskontrollem) previous 925X1 40 subordinate to RBDs Berlin, Dresden and Schwerin, are charged with the settling of accounts for all transportation services rendered. Control agency I is in charge of passenger traffic, control agency II of freight traffic. The reorganization was decreed with a view to tighten central control. The same tendency was also observed in other fields of railroad activities. Commento Because of their peculiar dimensions, rails delivered by the 25X1 USSR can only be fastened to ties by means of spring spikes made of special steel Previously, this steel was imported from Western countries. 25X1 25X1 Commento Ties are in short supply in the GDR. The import of dies from 25X1 6. 25**X**1 Rumania was reported previously. 25X1 Commento Railroad ferry traffic [ probably discontinued because of adverse weather conditions. 25X1 Comment. The reconstruction of the Neisse viaduct which was estreyed during the war was completed in late September 1954. The viaduct was originally 25X1 scheduled to be opened to traffic on 3 October 1954, but since that time the opening date has repeatedly been postponed. 25X1

25X1

SECRET



traffic control agencies I and II in Berlin, Dresden and Schwerin were placed 25X1 under the control of the Ministry of Railroads, Finance Section, effective 1 November 1954. RBDs Berlin, Dresden and Schwerin remained, however, in charge of personnel and economic matters of these control agencies.

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		Tu lata December	it was learned that the manufacture of spring spik	es for
	4•	the contening of r	ails was resumed. The "Technischem Zentralamt" succ	eeded in
i	ı	producing a spring	steel which was of equal quality as that imported	25X1
		) N	hass production has so far been hampered because the	e rolling 25X1
		Wooden ties were r	ing steel was impossible. 5 purchased from Rumania despite warnings by experts.	These
		+4 ac vene produced	I from soft green timber which was soaked in poor D	rown coal
		tar or a salt solu	tion for lack of tar oil. The durability of these	ties is
		estimated to/be fr	om 7 to 10 years.	
	5.			25X1
		ferry traffic between	ween Gedser and Warnemuende was discontinued effect	25X1
		December. Traffic	was rerouted via Schwanheide-Buechen-Hamburg.	20/(1
	6.	A local resident i	from Goerlitz stated that, until 20 December 1954,	rail
		traffic had not st	tarted gver the Neisse viaduct near Goerlitz which	nad been
l.		completed for some	e time.	25 <b>X</b> 1
i				25X1
	1.	Comment. Co	ompared to previous information, the number of frei	ight
		trains handled rem	mained about constant. The number of 50 major train	A GETARA
		_	mber reported so far.	2EV1
	2.	Comment. Co	ompared to previous months, the numbers of cars los	aded 25X1
		continued to incre	9850	25 <b>X</b> 1
	3.	Comment. T	he 1954 norm of 3 days for a round trip was surpass	sed again
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	4.	Comment. T	hese traffic control agencies (Verkehrskontrollen) Ds Berlin, Dresden and Schwerin, are charged with	the settling
		of accounts for a	1) transportation services rendered. Control agenc	y 1 18 2 5 K
		charge of masseng	er traffic, control agency II of freight trailic.	riia
		reorganization wa	s decreed with a view to tighten central control Toolserved in other fields of railroad activitie25X	1
	5.	Comment. B	ecause of their peculiar dimensions, rails deliver	ed by the
		USSR can only be	fastened to ties by means of spring spikes made of	25X1
			_	25X1
		h	ies are in short supply in the GDR. The import of	ties from OSV1
	6.	Rumania was repor	ted previously.	
				25X1
	7.	Comment. R	ailroad ferry traffic	<b>wa.s</b>  25 <b>X</b> 1
		probably disconti	nued because of adverse weather conditions 25X1	20/(1
	8.	Comment. T	he reconstruction of the Neisse viaduct which was	destroyed
	·	diming the upr up	s completed in late September 1954. The viaduct wa	s original.
		scheduled to be o	pened to traffic on 3 October 1954. but since that repeatedly been postponed.	CTIME
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